

TRANSPORTATION ELEMENT



GOAL 2.

**THE CITY SHALL OPERATE AND MAINTAIN A MULTI-MODAL
TRANSPORTATION SYSTEM TO FACILITATE THE EFFICIENT
MOVEMENT OF PEOPLE AND GOODS.**

GREEN COVE
Springs



OBJECTIVE 2.1. Multi-Modal System.

The City shall implement a multi-modal transportation system that supports the Future Land Use Map and ensures the safe, convenient, and efficient movement of all transportation modes within and through the City.

Policy 2.1.1. The City shall institute a program of protection and acquisition of right-of-way for the major roadway network, to ensure continuity of the system and the protection of existing and future roadway network from development or encroachments, while being cognizant of protecting private property rights. Right-of-way acquisitions needed for road improvements shall be kept to a minimum.

Policy 2.1.2. The City shall enhance the feasibility of transit and alternative transportation modes by implementing higher densities and mixed-use as shown in the Future Land Use Map.

Policy 2.1.3. New and improved streets within the City shall be designed and operated to enable safe access for all users, including pedestrians, bicyclists, freight, motorists and transit, according to the purpose of each street.

Policy 2.1.4. The City shall establish a Complete Streets design guidebook and corridor prioritization plan to implement these policies.

Policy 2.1.5. The City shall continue to coordinate with the North Florida Transportation Planning Organization (TPO), FDOT and Clay County to implement a Complete Streets concept along US 17/Orange Avenue between SR 16 and Orion Road.

Policy 2.1.6. The City shall initiate coordination with the TPO, FDOT and Clay County to implement Complete Streets concepts along SR 16/Idlewild Avenue/Ferris Street. Other streets that should be considered for Complete Street designs include

Oakridge Ave., Green Cove Ave. and other local collectors.

Policy 2.1.7. Streets shall accommodate people of all ages and abilities, including children, teenagers, adults, senior citizens, and persons with disabilities.

Policy 2.1.8. The City shall ensure land uses along primary corridors support the goal of Complete Streets.

Policy 2.1.9. Minimum right-of-way width standards shall be maintained in the land development code (LDC) for future new segments of the roadway network:

Policy 2.1.10. The City shall consider the following speed management strategies when designing or approving new roadways or modifying existing roads in the City:

- a. *Enclosure:* Framing the road with street trees, buildings, on-street parking.
- b. *Engagement:* Connecting the driver with the surrounding environment using tools such as on-street parking, narrower lanes, architectural details, pedestrian activity
- c. *Deflection:* Creating vertical or horizontal shifts incorporating roundabouts, splitter medians, raised intersections, raised and or mid-block crosswalks, or similar designs.

Policy 2.1.11. Roadway improvement projects shall be evaluated, ranked, and added to the Five-Year Schedule of Capital Improvements based on the criteria established in Policy 8.1.3 in the Capital Improvements Element where applicable.



OBJECTIVE 2.2. Safe and Convenient.

The City shall strive at making the transportation system safe and convenient for all transportation modes and users.

Policy 2.2.1. The City shall strive to reduce the number of traffic crashes and eliminate fatalities and serious injuries (FDOT's Vision Zero).

Policy 2.2.2. Intersections shall be made pedestrian-friendly by limiting the pedestrian crossing width; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for persons with disabilities.

Policy 2.2.3. Traffic operation improvements such as traffic signals, turn lanes, service roads, signing, and pavement marking shall be undertaken when warranted to improve the safety and efficiency of the existing roadway network.

Policy 2.2.4. Where applicable, the City shall consider traffic signal enhancements such as Lead Pedestrian Interval (LPI), Rectangular Rapid Flashing Beacons (RRFB), and pedestrian hybrid signals such as a High-Intensity Activated Crosswalk beacon

(HAWK) signals.

Policy 2.2.5. Crash records shall be investigated on a regular basis to determine whether improvements to the roadway network are warranted to relieve high crash conditions and cooperate with the FDOT on high crash locations on state highways.

Policy 2.2.6. The LDC shall require that all new roadways and access driveways intersecting with existing roadways shall provide a clear zone where no objects will impair the sight of motorists at said intersections.

Policy 2.2.7. The City shall continue to pave, maintain, and resurface its roads to ensure safe conditions. The paving of unpaved streets shall be done according to priority of need. Complete Streets designs shall be considered as part of repaving and resurfacing projects, where feasible.



OBJECTIVE 2.3. System Performance.

The City shall use various tools to improve the operational efficiency of all transportation facilities.

Policy 2.3.1. The City shall rely on level of service (LOS) standards adopted in the Capital Improvements Element to ensure that acceptable traffic conditions are maintained.

Policy 2.3.2. Using information from FDOT and Clay County, the City shall monitor the capacity or deficiency of each road segment. An annual report shall be prepared.

Policy 2.3.3. The City shall coordinate with FDOT and the North Florida TPO to utilize Intelligent Transportation Systems (ITS) tools and strategies to improve mobility.

Policy 2.3.4. The LDC shall establish a connectivity index standard (number of street links divided by the number of nodes or link ends) for residential developments

Policy 2.3.5. The City will work with Clay County to establish a Transportation Concurrency Exception Area along US 17 to promote infill development and encourage use of alternative modes of transportation.

Policy 2.3.6. The City shall encourage local traffic to use alternate routes to alleviate traffic along the major thoroughfares.

Policy 2.3.7. The City shall continue to coordinate with the North Florida TPO and FDOT on a traffic flow management system (signal synchronization) for all signalization along US 17 and SR 16.

Policy 2.3.8. The City shall prioritize mobility projects that encourage people to walk, bicycle, use new mobility technology and ride public transit in lieu of adding capacity to roadways.



OBJECTIVE 2.4. Pedestrian and Bicycle System.

The City shall encourage and promote the safe integration and utilization of pedestrian and bicycle movement on the major roadway network.

Policy 2.4.1. The City's LDC shall contain standards for the construction of pedestrian and bicycle facilities.

Policy 2.4.2. The LDC shall require the development of multi-use trails, where appropriate.

Policy 2.4.3. The City shall review development for consistency with the standards in the LDC to assure that adequate provisions exist for pedestrians and bicycles.

Policy 2.4.4. The City shall coordinate with Clay County and the FDOT to incorporate pedestrian walkways and bicycle paths, or multi-use trails, in conjunction with road improvements, where such need is demonstrated.

Policy 2.4.5. The City shall continue to enforce all applicable bicycling laws.

The City shall update the Green Cove Springs Trails Master Plan to address both sidewalks and trails, identify sidewalk gaps along major roadways, and establish main routes through the City, especially leading to the waterfront.

Policy 2.4.6. The Master Plan shall inventory existing crosswalks at signalized intersections and shall identify recommended locations for golf cart crossings and additional pedestrian crossings.

Policy 2.4.7. The City shall seek funds and grant opportunities and private/public partnerships to further the implementation of the Trails Master Plan.



OBJECTIVE 2.5. Development Design.

All future development shall be required to provide an adequate internal circulation system that is integrated into the surrounding network and minimizes impacts on the existing system.

Policy 2.5.1. A program shall be instituted in connection with development approvals for the dedication, preservation, or other protection of right-of-way for the existing and future major roadway network as defined in the Functional Classification Map.

Policy 2.5.2. The City shall maintain in the LDC minimum standards for the design and construction of transportation facilities.

Policy 2.5.3. The City shall review development applications to ensure that adequate capacity is available to serve the proposed project. The latest version of Trip Generation Manual published by the Institute of Transportation Engineers (ITE) shall be used to determine the number of trips that the proposed development will produce or attract.

Policy 2.5.4. No new Development Orders shall be issued if the proposed project will reduce the operating conditions of the road system below the adopted level of service standard, except where new projects listed in the Capital Improvements Element are programmed for construction within 5 years that will ensure that the Level of Service requirements are met.

Policy 2.5.5. In partnership with FDOT and Clay County requirements, the LDC shall require future developments to provide true vehicular and pedestrian connectivity (as opposed to just "entrances" to the developments), internally and to

surrounding areas, to provide multiple alternative access/exit points to/from the development.

Policy 2.5.6. The LDC shall require developments that locate on a principal or minor arterial to:

- d. Provide adequate and safe entrance intersection(s) including turn lanes, acceleration/deceleration lanes, signalization, signage, and pavement marking as appropriate; and
- e. Prevent the creation of hazardous traffic conditions, such as excessive curb cuts which may interfere with the function of the roadway.

Policy 2.5.7. The City shall require new subdivisions to provide "stub-outs" to adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are "stubbed-out" at their boundaries.

Policy 2.5.8. The LDC shall require new developments to share access with existing development wherever physically possible, consistent with FDOT access management policies.

Policy 2.5.9. The LDC shall contain provisions for on-site parking for motorized and non-motorized vehicles, internal automobile circulation, circulation of motorized and non-motorized vehicles, bicycle use, golf carts, pedestrian movement, multi-use trails, and other features to minimize utilization of the major roadway network.



OBJECTIVE 2.6. Coordination with Other Entities.

The City shall coordinate with appropriate local, state, regional, and federal agencies for an integrated, cost-effective transportation system.

Policy 2.6.1. The City shall coordinate roadway improvements with Clay County and the Florida Department of Transportation to ensure effective application of available revenue.

Policy 2.6.2. The City shall review the traffic circulation plan and programs of Clay County, as they are amended in the future, for compatibility with this element.

Policy 2.6.3. The City shall attend workshops and periodic meetings with FDOT to coordinate with the Florida Department of Transportation Five-Year Transportation Plan.

Policy 2.6.4. The City shall provide Clay County information received in review of traffic studies performed within the City and shall request that Clay County provide the City with information obtained in their major traffic studies.

Policy 2.6.5. The City shall participate on the committees of the North Florida TPO.

Policy 2.6.6. The City shall work with the North Florida TPO, Clay County, and other applicable agencies to expand public transportation to residents of Green Cove Springs.

Policy 2.6.7. The City shall consider working with FDOT and CSX Railroad for the establishment of a "Quiet Zone" in Green Cove Springs.

Policy 2.6.8. The City shall work with North Florida TPO, Clay County, and the FDOT to promote light rail for residents of Green Cove Springs.